

MORNING APPEAL.

SATURDAY.....FEBRUARY 22, 1879

WHEN DID ASSEMBLYMAN HOWE SECURE HIS BUILDING LOT FROM MR. YERINGTON?

Ordinarily the question propounded in the headline would be an impertinence. Events which transpired at the Carson Theater on Wednesday night, however, bring it within the range of public vision, and make it a pertinent subject of inquiry.

After the resolutions which were adopted at that meeting had been read, Mr. Howe rose to explain his position. He had said, in effect, that he had never been the subject of any improper overtures by any person connected with the Virginia and Truckee Railroad Company, when some one in the house remarked, "Yes, but you got the land, all the same."

Choosing to notice this interruption, Mr. Howe essayed to explain the circumstances under which he had purchased the said lot of land of Mr. Yerington.

He averred, positively, that he had purchased or made a bargain for the said lot before the election of last Fall. To use his own language in substance he is to be reported as saying: "I bought that lot long before I thought of being a member of the Legislature."

Yesterday a well known citizen, long a resident of Carson, informed the editor of the MORNING APPEAL that Mr. Howe, some weeks subsequent to the election, met him on the street and informed him that he had just purchased the said lot.

Another gentleman, well-known here and an old resident, asserts, positively, that some three or four weeks after the election of last Fall, the said lot was still at Mr. Yerington's disposal, that he offered Yerington \$800 in coin for the same, and that the latter treated the offer as one which he would take under advisement.

Again, this same gentleman states that some days subsequent to his making this offer of purchase, he renewed it, and was induced to do so upon the recommendation of one of Mr. Yerington's associates in the Virginia and Truckee Railroad office in this city.

Moreover, it is a fact that Mr. Howe's dwelling-house was not moved from the place of its construction to the said lot until sometime in December last.

Now we submit that these showings (to put things mildly), have the effect of making Mr. Howe's memory seem to be lamentably and abnormally defective.

THE MEASURELESS INSOLENCE OF A RAILWAY SNOB.

The following is a copy of a communication sent by D. O. Mills's brother Edgar to Superintendent Everts of the E. & P. R. R. It is Mills's insolent and insulting response to the merchants and consumers of the important city of Eureka. Read it carefully and well:

On Sunday Mr. Everts called on the Committee with a telegram from Mr. Edgar Mills which was *evolutum et literatum et punctuatum* as follows:

"SA FRANC 15—P. Everts Eureka Dont furnish statements, I dont see why we should make a showing of our business and affairs. They have no money invested in the roads merchants and business men of Eureka would not show up their business if you asked them to and you have no right to ask it—If they cut down our rates it will damage Eureka more than us and we will have to submit—If the bill passes discontinue your passenger train at once and run a coach on your freight train on same time you now run your freight and cut down expenses every way."

This is the old, old tone of purse-proud, pampered arrogance. This ignorant and impudent snob, Edgar Mills, was a hack-driver before he became a banker and a railroad monopolist. "Blood will tell!"

THE FREIGHT CHARGES OF AN IMPORTANT EASTERN ROAD.

Chicago, Milwaukee and St. Paul Railway report for the year 1877:

Average price of freight per ton per mile two and eight-tenths cents (2 8-10).

Earnings of that portion of the road in Wisconsin in 1877.....\$10,159,535 50
Total expenses for 1877.....6,893,843 24

Profits.....\$3,265,692 26

The above is taken from the Fifth Annual Report of the Railroad Commissioner of the State of Wisconsin, dated January 2, 1879.

This speaks for itself.

THOMAS PAINE.

We are indebted to Col. M. N. Stone for a copy in pamphlet of his late paper, read before The Liberal Society of Virginia City, entitled "Thomas Paine, with some reflections on the Growth of Rationalism in Europe and America." This is a very scholar-like production and one which reflects much credit upon its author. We regret that our limited space precludes an extended notice. The Colonel will accept our thanks.

JUST A SHADE 'OF DIFFERENCE.

Yesterday in the Assembly a bill cutting down the rates of toll on the Kingsbury Pike was passed without one dissenting voice.

Suppose the Kingsbury Grade were a "local" railroad?

WASHINGTON'S BIRTHDAY.

To-day is the anniversary of the birthday of George Washington. He was born February 22, 1732. He died of malignant sore throat at his home at Mount Vernon, Virginia, December 14, 1799. So he was 67 years and nearly ten months old when he died. The death of this illustrious man was announced to Congress and the country through the following letter, which was addressed to President Adams:

MOUNT VERNON, December 15, 1799.
SIR: It is with inexpressible grief that I have to announce to you the death of the great and good General Washington. He died last evening, between ten and eleven o'clock, after a short illness of about twenty hours. His disorder was an inflammatory sore throat, which proceeded from a cold, of which he made but little complaint on Friday. On Saturday morning, about three o'clock, he became ill. Dr. Craik attended him in the morning, and Doctor Dick, of Alexandria, and Doctor Brown, of Port Tobacco, were soon after called in. Every medical assistance was offered, but without the desired effect. His last scene corresponded with the whole tenor of his life; not a groan nor a complaint escaped him in extreme distress. With perfect resignation, and in full possession of his reason, he closed his well-spent life.

I have the honor to be, sir, your most obedient and very humble servant,

TORIAS LEAR.

To the President of the United States.
Upon the recommendation of Congress to "the people of the United States to wear crape upon the left arm, of mourning, for thirty days," there was an universal wearing of "the trappings and the suits of woe."

THAT REPORT.

Speaking of the Report so generously prepared for the enlightenment of the Legislature by the Virginia and Truckee Railroad authorities, the *Silver State* of February 18 says:

The report will accomplish the purpose it was intended for, however—that for furnishing the Legislature a pretext for not reducing fares and freights below the present rates, and that will satisfy Mr. Yerington and the company of which he is Superintendent. With the figures of the Superintendent before them, the Senate and Assembly can not now do less than give the Virginia and Truckee Railroad Company a vote of thanks for being public benefactors, and pass a relief bill for the company for the amount of \$25,000, that being the excess of dividends over the net earnings of the road for the year 1878. Mr. Yerington does not state how this \$25,000 was obtained, but it was probably borrowed at a high rate of interest for the purpose of convincing the public that the road was paying, and law-makers that it was not.

SENATOR STEWART'S APPRENTICE BILL.

Senator Stewart has kindly furnished us with a copy of his Apprentice Bill. We regard it as one of the very first importance—essential, in fact, to the well-being of the rising generation in this State so prolific of idleness, vice and hoodlumism. Inasmuch as we shall, if we can command the room, publish this bill to-morrow, we will abstain from further comments at this time.

HARD WORK FOR DAVID.

We learn by a letter from Mason's Valley that our old townsman, Mr. E. David, is there, in the employ of the V. & T. R. R. Company soliciting signatures to a petition setting forth the present beauties of the "local" roads.

We shall make a showing in a day or two of the real feeling in Esmeralda County.

LATEST TELEGRAMS.

San Francisco, February 21.—Mrs. Amelia M. Smallman states that the suit against John W. Mackay has not been settled by the payment of any money by Mackay, as has been intimated in some quarters, but that since the commencement of the suits she has satisfied Mr. Smallman that he had been misled in believing the stories that were brought to him through anonymous letters and by designing persons who wished to break up a happy home, and consequently, knowing that he could not sustain the suits, he will have them dismissed.

Louisville, Ky., February 21.—Geo. Washington (colored), the ravisher of the little German girl, Frances Ott, was hanged to-day.

Helena, Montana, February 21.—The bill in the Montana Legislature exempting the Utah and Northern Railroad from taxation for twelve years, passed the House but was defeated in the Council.

Calcutta, February 21.—Further intelligence from Mandalay states that great consternation prevails in consequence of the royal murder. The victims numbered 86. The details of the massacre are reported to be horrible. British interference is hoped for by the people to prevent more bloodshed.

Bloomington, Ill., February 21.—A fire in the west side of town last night destroyed a small building. Its owner, an old man named Redington, was rescued unharmed. Finding his wife had not escaped, he rushed back to rescue her, and was burned so terribly that he died during the night. The calmed remains of his wife subsequently were taken from the embers.

New York, Feb. 21.—Some eight or ten years ago an immense serpent was reported in a marsh near New York. Yesterday its skeleton was found. It measures 21 feet in length. The bones will be sent to the Society of Natural Science.

The British steamer Zanzibar, Capt. Page, from this port January 11, for Glasgow, and not since heard from, is regarded as lost with all on board.

RAILROAD LEGISLATION.

[Communicated.]

EDITOR APPEAL.—As a private citizen of Nevada and a taxpayer and consumer in Ormsby County, I wish to express my great gratification in witnessing the great and unprecedented interest of late manifested in the question of the proper legal regulation of freights and fares on all railways in this State, local as well as inter-State. While my individual views on this subject have never been ambiguous, and have never changed, I am glad to see that many who have either lain dormant or sided with the corporations in their criminal exactions and unchecked oppressions, have, at last, and before too late, discovered that, in this matter, "forbearance has ceased to be a virtue." There is now some just reason to hope that the people may obtain a measure of, if not full, relief from their sufferings, borne patiently for a decade. I am one of those—too few—who believe in "making a clean sweep" in the premises, by the correction of all existing evils connected with railways, local and inter-State. The name nor character of a railroad extracts from a wrong done by its managers, the elements of oppression, nor give it any charms rendering endurance more easy. When one is robbed outright, the feeling of wrongful provocation is as great, if done by a prince, as if done by a peasant. I would as soon be robbed by the C. P. as by the V. & T., and by unjust discriminations as by ruinous overcharge. The true theory, then, upon this subject is, to ascertain where and what wrongs exist, small or great, and at once correct them, with impartiality, and without exception. I have heard it said that this is a difficult subject to legislate upon, and that legislators are in quest of light upon it. Almost any matter of moment, calling for legislative action, is more or less difficult of solution, but where the necessity exists, and there is the will to do, honest ingenuity will devise the way, and if the present legislature honestly desires to do so, it can give the people the relief they demand on this subject, perhaps not perfect, but so nearly so that, as in many other cases, observation and experience will enable subsequent legislation to bring it up to the golden standard of right. If this shall not be done, the recalcitrant will return to their constituents covered with undying shame, and the people are not in a mood to soon forget their shortcoming. Indeed, it is a burning shame that these matters were not attended to, as much as eight years ago, and it is equally outrageous and disgraceful that the legislature has never even attempted to tax the millions of acres of land in this State, belonging to the C. P. R. R. Co. It can be done, and if not done, the neglect will be without excuse or palliation. I imagine I hear you say "it will not be done this session." More than likely it will not. JUSTICE.

THE CHINESE QUESTION.

Washington, February 20.—Representative Willis of Kentucky, after consultation with other Representatives, has concluded to take the chances of obtaining an opportunity to move for concurrence in the Senate amendments to the Chinese Immigration bill, instead of taking the course agreed upon, of sending the bill immediately to a conference committee with a view to speedier action, and perhaps also the omission of the clause providing for the total abrogation of the fifth and sixth articles of the Burlingame treaty. The Pacific Coast Republican delegation think that this course is the most advisable, but having placed the Democrats in possession of the grounds for their opinion, they say the responsibility rests with the Democrats, whom they could not successfully antagonize.

New York, February 20.—The Legislative Assembly of Rhode Island has adopted the usual strong resolutions against the Chinese bill and sent copies to her Senators and Representatives in Congress.

New York, February 21.—Merchants in the China trade propose calling a monster mass meeting urging the President to veto the Chinese bill. A member of one of the largest importing houses in the China trade says the effect will be that Great Britain will step in and reap advantages. It is not impossible that England will soon be a middle-man for this country, buying its goods to send to China, and shipping Chinese goods to American markets. One hope for the salvation of American commerce with China lies in a Presidential veto.

Pittsburgh, Feb. 20.—Danger exists of an outbreak by striking coal miners along the Monongahela river, where, on account of a reduction of wages not having been accepted, the mines have been closed. The old men refused to let new ones go to work, and in some cases have possession of the mines. On Tuesday night Sheriff Work, with a posse of 108 men, mounted and heavily armed, marched on Brownsville, arriving there at 4 o'clock Wednesday morning. The Sheriff immediately went to work arresting the miners, in many cases taking them out of bed, and a large number of the strikers were jailed. In addition to the 108 men from Beallsville, 122 from California and Greenville were sworn in and joined the other party at Brownsville and West Brownsville and made many arrests to-day. Many of the miners have fled to the mines with provisions sufficient to stand a heavy siege. A bloody outbreak is momentarily feared.

NEW ADVERTISEMENTS.

REWARD OF MERIT.

TO THE INDIVIDUAL WHO FOUND IN my pocket and kindly appropriated a valuable Gold Watch, last night, I will give \$50 to as kindly return it, or leave it at this office. No questions asked or particulars inquired into. S. C. SCOVILLE, February 21st, 1879.

N. THORSON,

AGENT FOR HENRY STEEL, OF SAN FRANCISCO,

is stopping at the Ormsby House, Room 4, Where he has a choice selection of the FINEST WOOLENS, of foreign importation, for the ensuing season. Those who appreciate Fine Goods and good style will do well to call on Mr. Thorson. This House is well and favorably known all over the east. Mr. Thorson also measures and receives orders for Howard Black, the shirt Manufacturer. February 21, 1879.

FAIR AND FESTIVAL.

THE LADIES OF ST. PETER'S EPISCOPAL CHURCH will hold a

GRAND FAIR AND FESTIVAL

CARSON OPERA HOUSE,

Thursday, Friday and Saturday Evenings, FEBRUARY 21st 22d and 23d.

ON THURSDAY EVENING

"Madame Jarley's Waxworks." Will be presented for the first time in Carson. To be followed by Dancing.

FRIDAY EVENING:

Vocal and Instrumental Music, Reading of "The Hanging of the Crane," Illustrated by Tableaux.

Dancing.

SATURDAY EVENING—Second and last exhibition of the celebrated, life-size wax figures. DANCING.

Lunch served each day from the New England Kitchen in the Opera House for 50 cents a meal. Music for dancing by Varney's band.

Admission, each evening.....50 cents

HOUSE OF GILLSON & BARBER.

ESTABLISHED OCT. 1, 1873

THE UNDERSIGNED HAVE JUST RECEIVED A LARGE INVOICE

CELEBRATED CLOUGH HAMS.

DIRECT FROM CHICAGO.

ALSO

FAIRBANKS' LARD.

These Goods are fresh from the Manufactories, and For Sale Cheap!

Call and examine their Immense Stock

GILLSON & BARBER.

Carson, October 5, 1878.

ANNUAL MEETING.

CONVICT MINING COMPANY.—THE ANNUAL MEETING of the stockholders of the Convict Mining Company will be held on

Saturday, the Twenty-Second Day of February, 1879.

At One o'clock P. M., at the office of the Company, Waitz's law office, corner of King and Curry streets, Carson City, Nevada. A. WAITZ, Secretary.

February 4, 1879. td

SITUATION WANTED.

AN EXPERIENCED LADY WISHES A situation as Housekeeper, or to do chamber work in a hotel or lodging house, or to do first class cooking in a private boarding house. No objections to going to the country. Apply at No. 22, Carson Exchange. February 11th, 1879. 3*

SPECIAL NOTICE.

Great Reduction in Prices, owing to the decline in the Eastern Market.

E. B. RAIL,

OPPOSITE CAPITOL BUILDING, CARSON.

IMPORTER AND WHOLESALE AND Retail Dealer in

HARDWARE,

Iron, Steel, Coal, Rope, Powder, Shot, Fuse, Wedges, Axes, Saws, Caps, Sledges, Anvils, Vises, Belows, Lace Leather

GLASS AND CROCKERY WARE,

Bar Fixtures, China Sets, Lamps, Chandeliers, Mirrors, Lanterns, Etc. Etc., Etc.

Agricultural Implements,

Plows, Harrows, Gang Plows, Reapers, Mowers, Wheat Bakes, Cultivators, Etc., Etc.,

Paints, Oils and Brushes,

Coal Oil, Paint Oil, Turpentine, Varnish, White Lead, Rubber Paint, Chemical Paint, Lead Oil, Machine, Castor, Neats Foot Oil, Alcohol, Etc., Etc.,

STOVES, RANGES, TINWARE,

Medallion and Laurel Ranges, Buck's and other Brands of Stove

Pumps, Hose and Pipe, Doors, Windows, Blinds and Glass, Wood and Willow Ware, Bird Cages, Pistols, Guns, Cartridges, Water, Gas and Lead Pipe,

House Furnishing Goods.

Brass and Steam Goods.

Practical Plumbers and Tinsmen to do roofing and manufaturing of all kinds Tin and Iron Ware

Call and Get Prices—Cheap for Cash.

ad20m E. B. RAIL

CARSON CITY SAVINGS BANK

BANKERS, BROKERS AND FIRE INSURANCE AGENTS.

CARSON CITY, - - - NEVADA.

MINING STOCKS BOUGHT AND SOLD ON COMMISSION.

Liberal Margins allowed on Approved Stocks. 23

an Francisco Correspondent,.....Latham & King Carson September 1, 1877.

CARSON CITY BREWERY,

King street, in Carson City,

JACOB KLEIN PROPRIETOR.

THE VERY BEST QUALITY OF LAGER BEER

Made on the Pacific Coast or anywhere. Orders promptly attended to.

The saloon is constantly supplied with the finest brands of

WINES, LIQUORS AND CIGARS.

BE GIVE ME A CALL. JACOB KLEIN

NOTICE TO LIENHOLDERS.

IN THE DISTRICT COURT OF THE Second Judicial District of the State of Nevada, in and for the County of Ormsby.

Oliver Loukey and E. R. Smith, copartners, trading as The Verdi Planing Mill Company, plaintiffs, vs. Frank Cook and J. H. Miller, copartners, trading as Cook & Miller, and Carson Opera House Association, a corporation, defendants.

Notice is hereby given that the above-named plaintiffs have commenced an action in said Court against the defendants above-named to foreclose a mechanic's lien held and owned by plaintiffs against defendants and the following described property, situate in Carson City, Ormsby County, State of Nevada, to wit: Commencing at the southeast corner of Spear and Carson streets, running thence south, with the east line of said Carson street, forty-nine (49) feet; thence easterly, at right angles, one hundred and twenty (120) feet; thence, at right angles, northerly, forty-nine (49) feet, to the south line of Spear street; thence, at right angles, westerly with Spear street, one hundred and twenty (120) feet to the place of beginning; being in Block Forty-two (42) of Muser's subdivision of Carson City. Said lien is held and claimed under and by virtue of the provisions of an Act of the Legislature of the State of Nevada, approved March 2, 1875, entitled, "An Act to secure liens to mechanics and others, and to repeal all other Acts in relation thereto." All persons claiming liens on said premises under said Act are hereby notified to be and appear before said District Court, at the Court-room thereof in said Carson City, on SATURDAY, THE 8th DAY OF MARCH, A. D. 1879, at 10 o'clock A. M., then and there to exhibit the proof of their said liens. All liens not so exhibited shall be deemed to be waived in favor of those which are so exhibited.

LEWIS & DEAL, Attorneys for Plaintiffs. February 14th, 1879. 3022aw

IN THE SECOND JUDICIAL DISTRICT of the State of Nevada, in and for the County of Ormsby.—G. W. Mathews vs. His Creditors: Notice to creditors of insolvent.—Pursuant to an order of the Hon. Samuel D. King, Judge of the said District Court, notice is hereby given to all the creditors of the said insolvent, G. W. Mathews, to be and appear before the said Judge, at Chambers, on the 15th day of March, 1879, at 10 o'clock A. M., to show cause, if any they can, why the prayer of said insolvent should not be granted, and an assignment of his estate be made, and by be discharged from his debts and liabilities, in pursuance of the statute in this case made and provided, and in the meantime all proceedings against said insolvent be stayed.

Witness my hand and the Seal of said Court this 11th day of February, A. D. 1879.

J. H. MARSHALL, Clerk. feb124